

Amendments to the Specification:

The paragraph starting at page 4, line 21, is amended and now reads as follows:

-- It can be practical that the air channel opens directly into the crankcase at pregiven piston positions. In this way, the two-stroke engine [[1]] can be supplied with a large quantity of combustion air. --

The paragraph starting at page 7, line 6, is amended and now reads as follows:

-- During operation of the two-stroke engine 1, fuel is supplied through the fuel inlet 13 to the crankcase 4. In the region of top dead center of the piston 5, combustion air is supplied to the crankcase 4 via the air channel 9, piston window 30 and the transfer channels 11. In the region of top dead center of the piston 5, the air channel 9 can open directly into the crankcase 4 and, in this way, additional combustion air is supplied. The fuel, which is supplied to the crankcase 4, deposits on the hot walls in the crankcase 4 and vaporizes from there. The fuel is broken up into fine droplets by the moving parts in the crankcase 4. The fuel is so prepared in the crankcase 4 with the combustion air, which is supplied by the air channel 9, to an air/fuel mixture. With an upward stroke of the piston 5, the transfer windows 12 of the transfer channels 11 open in the region of bottom dead center to the combustion

chamber 3. At first, ~~advanced~~ advance stored, substantially fuel-free combustion air flows through the transfer channels 11 into the combustion chamber 3. The substantially fuel-free combustion air prevents that the after-flowing air/fuel mixture from the crankcase 4 can escape from the combustion chamber 3 with the exhaust gases through the outlet 10 from the combustion chamber 3. For an upward movement of the piston 5, the air/fuel mixture in the combustion chamber 3 is compressed and is ignited by the spark plug 35 in the region of top dead center of the piston 5. As soon as the piston 5 clears the outlet 10 with [[the]] a downward movement in the direction toward the crankcase 4, the exhaust gases flow through the outlet 10 out of the combustion chamber 3 and combustion air and air/fuel mixture flow after through the transfer channels 11 into the combustion chamber 3. --

The paragraph starting at page 8, line 5, is amended and now reads as follows:

-- The fuel channel 8 is fed by a fuel metering system 15 which is shown schematically in FIG. 2. The fuel metering system 15 has a pump 16 which feeds fuel to a control chamber 18 via a valve 17. The control chamber 18 is connected via a fuel line 22 to a fuel opening 19 which is configured on a regulator wedge 20. In lieu of the control chamber 18, another control unit can be advantageous to use. A regulator needle 21 projects into the regulator wedge 20, which is shown schematically in FIG. 2, and changes the free cross section at the fuel opening 19 when the

needle is shifted in the direction of the longitudinal center axis 33 of the fuel channel 8. With the displacement of the control regulator needle 21 in the direction of the longitudinal center axis 33, the fuel quantity can be varied which is supplied to the two-stroke engine 1. The fuel opening 19 makes fuel available continuously to the fuel channel 8. --

The paragraph starting at page 8, line 20, is amended and now reads as follows:

-- In air channel 9, a throttle flap 23 is mounted which is pivotably journaled in the air channel 9 with a throttle shaft 24. In lieu of the throttle flap 23, also another throttle element can be used. In FIG. 2, the throttle flap 23 is shown in the full-load position. In this position, the throttle flap 23 extends in the longitudinal direction of the fuel channel [[9]] 8 and restricts the flow cross section in the air channel 9 only insignificantly. The throttle shaft 24 has a control cross section 32 which has a flat 25. The control cross section 32 is configured as a semi-circle; however, other cross sections can be practical. --

The paragraph starting at page 9, line 17, is amended and now reads as follows:

-- In FIG. 3, the throttle flap 23 is shown in the closed position, that is, in the idle position. In this position, the throttle flap 23 essentially closes the flow cross section in the

air channel 9. The regulator needle 21 is displaced by the control cross section 32 in the direction of the longitudinal center axis 40 of the air ~~channel 8~~ channel 9 so that the tip 38 of the regulator needle 21 substantially closes the regulator wedge 20 and therefore the fuel opening 19 opening into the regulator wedge 20. In this way, only a slight quantity of fuel can reach the fuel channel 8 through the fuel opening 19. No or only a very slight quantity of combustion air reaches the two-stroke engine 1 because of the position of the throttle flap 23. --